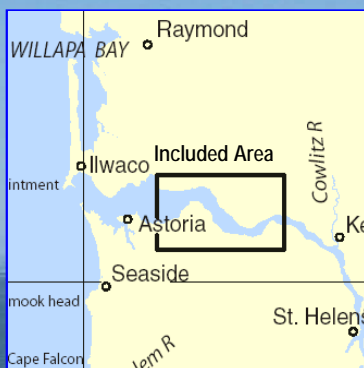


BookletChart™

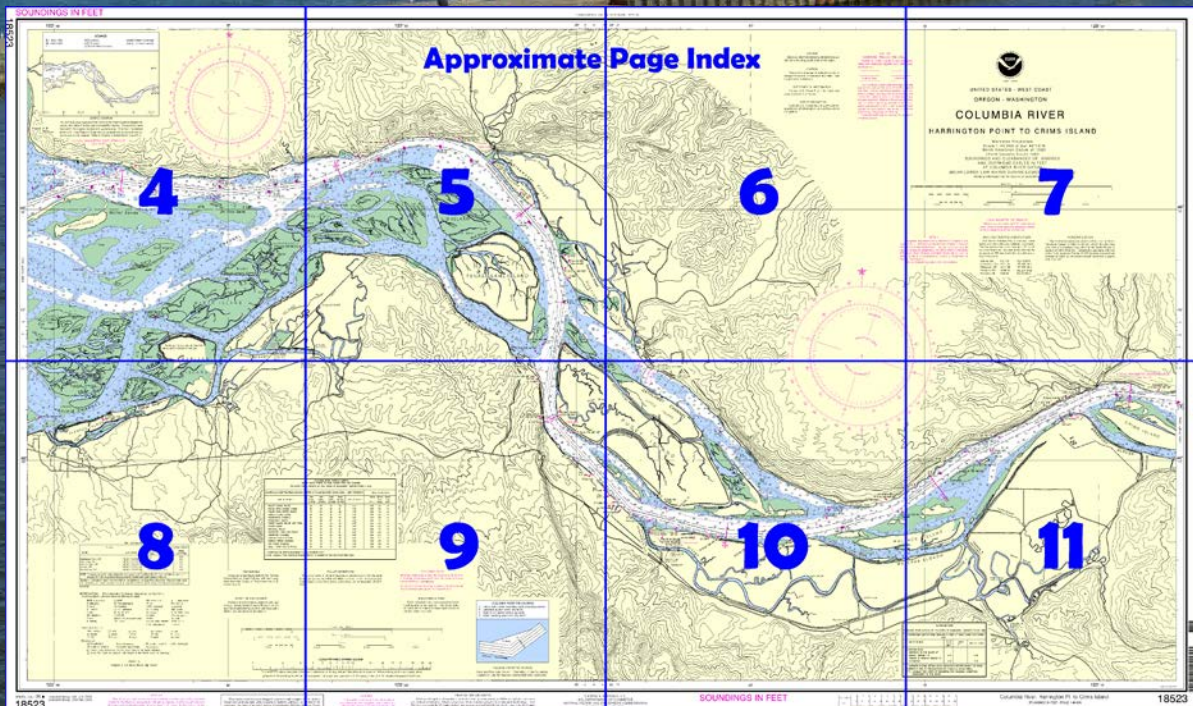


Columbia River – Harrington Point to Crims Island **NOAA Chart 18523**

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18523>.



**(Selected Excerpts from Coast Pilot)
Vessel Arrival Reports.—The Washington State Department of Ecology** requires that all tank vessels, and certain cargo and passenger vessels, submit an Advanced Notice of Entry (ANE) Report at least 24 hours prior to entering Washington waters.

A Safety Report must be submitted with an Advance Notice of Entry, or, if the condition occurs after submittal of an ANE the Department must be notified immediately by phone or facsimile of the

condition. To inquire or submit vessel information, contact the Washington State Department of Ecology by calling 24 hours,

503-790-4868 (Columbia River and Grays Harbor) or 360-956-8378 (Strait of Juan de Fuca and Puget Sound). Facsimile Safety Reports should be sent to 1-800-664-9184 or 360-407-7288.

Cargo, passenger, fishing and tank vessels are subject to boarding by Washington State Department of Ecology inspectors when in port. Tank vessels are required to have a Tank Vessel Oil Spill Prevention Plan on file with Ecology or must obtain a waiver prior to entering Washington State waters. Washington State also has safe bunkering procedures that must be followed during fuel transfers. For more information contact Ecology by calling 24 hours, 503-790-4868 (Columbia River and Grays Harbor) or 360-956-8378 (Strait of Juan de Fuca and Puget Sound). **To report oil spills call 1-800-258-5990.**

Caution.—The volcanic eruptions of Mount Saint Helens in mid-1980 caused extensive flooding with resulting heavy siltation in the lower Columbia River. Large amounts of mud, logs, and other debris entered Columbia River from Cowlitz River, just E of Longview at Mile 59 (68). In late 1980, dredging was done in the aforementioned area, however, mariners are advised to use caution in the Columbia River and its tributaries. Self-propelled hopper dredges, dredge barges and pipeline dredges may be encountered throughout the transit from sea to Bonneville Dam. Mariners should contact these vessels on VHF-FM channel 13 to make passing arrangements, and navigate with due caution through these areas.

Between **Harrington Point**, Mile 20.5 (23.6), and **Crims Island**, Mile 47.5 (54.6), Columbia River main channel follows the N bank to **Three Tree Point**, thence swings around the bend, holding to the NE shore as far as **Hunting Islands**, where it swings along the S shore until off the SE end of **Puget Island**; thence it follows the N bank from **Cape Horn** past **Abernathy Point** and N of Crims Island and **Gull Island**.

Currents.—In this section (between **Harrington Point** and **Crims Island**) the current velocity is about 1 knot. Because of the river flow, which combines with the current, the upstream flow is weak or nonexistent and the downstream flow attains velocities of 2 to 3 knots.

Local magnetic disturbance.—Differences of as much as 3° from the normal variation have been observed along this section of the river.

Steamboat Slough, NE of **Price Island** at Mile 29.3 (33.7) on the Washington side, and **Elochoman Slough**, on the E side of Hunting Islands at Mile 31.3 (36), are used by fishing boats, tugs, and for log storage. Gasoline and diesel fuel are available at **Skamokawa** just above the NW end of Steamboat Slough. A small marine railway, owned by a private packing firm, can be used if prior arrangements are made. In 2000, the controlling depth was 1 foot along the SE edge of the entrance channel (shoaling to bare across the remainder of the entrance) and in the channel bend off Skamokawa.

At Mile 35 (39.9), a power cable with a least clearance of 230 feet crosses the main channel to Puget Island. The tower on the E side of the channel on Puget Island is prominent.

Cathlamet Channel joins the main channel at Mile 32.3 (37.2) on the Washington side. It is used by fishing boats, tugs, log rafts, and barges, and for some log storage above the city of **Cathlamet**. A mooring basin is at Cathlamet with its entrance on Elochoman Slough; 190 berths (some with electricity), gasoline, diesel fuel, water, ice, wet and dry winter boat storage, a pumpout station, a launching ramp, and marine supplies are available. A fixed highway bridge crosses the channel from Cathlamet to Puget Island; the clearance is 75 feet for the N span.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander
13th CG District
Seattle, WA

(206) 220-7001

Table of Selected Chart Notes

Prairie and Woody Island Channels are subject to frequent changes.

HEIGHTS

Heights in feet above Mean High Water.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation have been observed along the section of the Columbia River shown on this chart.

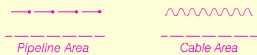
AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Astoria, WA	KEC-91	162.400 MHz
Neahkahnie, OR	WWF-94	162.425 MHz
Tillamook, OR	WWF-95	162.475 MHz
Olympia, WA	WXM-62	162.475 MHz
Portland, OR	KIG-98	162.550 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WOODY ISLAND CHANNEL

Woody Island Channel is subject to continual change. Woody Island Channel Buoys 2, 4, & 5 are not charted because they are frequently shifted and are privately maintained.

COLUMBIA RIVER

Mileage distances along the Columbia River are in Statute Miles eastward from the mouth and are indicated thus: ————

Tables for converting statute miles to International Nautical miles are given in Coast Pilot 7.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.603" southward and 4.463" westward to agree with this chart.

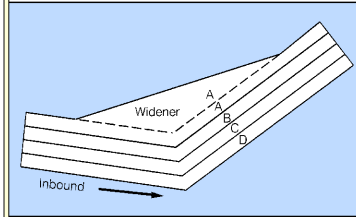
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

COLUMBIA RIVER TAB DIAGRAM

- A Left outside quarter controlling depth (including widener)
- B Left inside quarter controlling depth
- C Right inside quarter controlling depth
- D Right outside quarter controlling depth



COLUMBIA RIVER TAB DIAGRAM

Columbia River main channel - Controlling depths for outside quarters include the adjacent widener/fillet when applicable.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

BEAVER SLOUGH/CLATSkanie RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 1998

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT COLUMBIA RIVER DATUM (CRD)

NAME OF CHANNEL	DEPTH (FEET)	WIDTH (FEET)	DATE OF SURVEY
BEAVER SLOUGH/CLATSkanie RIVER			
ENTRANCE TO THE MOUTH OF	A1.0	-	11-98
THENCE TO HIGHWAY BRIDGE AT CLATSkanie	A1.0	-	11-98

A. MARINERS SHOULD OBTAIN LOCAL KNOWLEDGE BEFORE NAVIGATING THESE WATERWAYS DUE TO THE EXISTENCE OF NUMEROUS SHOAL AREAS.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

TIDAL INFORMATION

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Harrington Point, WA	(46°16'N/123°39'W)	7.7	7.0	0.9
Cathlamet, WA	(46°12'N/123°23'W)	6.7	6.1	0.6
Settlers Point, OR	(46°10'N/123°41'W)	8.0	7.3	1.0
Wauna, OR	(46°10'N/123°24'W)	6.3	5.9	0.6
Skamokawa, WA	(46°16'N/123°27'W)	6.9	6.5	0.8

NOTE: The diurnal range of the tide during low river stages is 6.9 ft at Three Tree Pt., 6.4 ft at Cathlamet, and 5.5 ft at Eagle Cliff. The range becomes progressively smaller with higher stages of the river.

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(Mar 2010)

Mercator Projection

Scale 1:40,000 at Lat 46°12'N

North American Datum of 1983

(World Geodetic System 1984)

SOUNDINGS AND CLEARANCES OF BRIDGES AND OVERHEAD CABLES IN FEET AT COLUMBIA RIVER DATUM

(MEAN LOWER LOW WATER DURING LOWEST RIVER STAGES)

COLUMBIA RIVER CHANNEL DEPTHS

PILLAR ROCK LOWER RANGE TO GULL ISLAND TURN AND CHANNEL

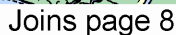
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF

21-Nov-12

NAME OF CHANNEL	CONTROLLING DEPTHS IN FEET AT COLUMBIA RIVER DATUM (CRD) - SEE FOOTNOTE				Date of Survey	PROJECT DIMENSIONS		
	Left Outside Quarter	Left Inside Quarter	Right Inside Quarter	Right Outside Quarter		Width (Feet)	Length (Miles)	Depth (Feet)
Miller Sands Range	38	44	43	43	20-Nov-12	600	2.2	43
Pillar Rock Lower Range	42	42	44	39	21-Nov-12	600	3	43
Pillar Rock Upper Range	42	45	43	43	20-Sep-12	600	1.9	43
Weich Island Reach	46	48	45	29	20-Sep-12	600	3.2	43
Skamokawa Channel	42	44	44	38	16-Oct-12	600	3.3	43
Steamboat Reach	46	48	45	44	24-Oct-12	600	1.4	43
Puget Island Range & Turn	43	44	42	41	24-Oct-12	600	3.5	43
Wauna Range	39	42	43	38	31-Oct-12	600	2	43
Driscoll Range	40	43	41	43	31-Oct-12	600	1.7	43
Westport Turn & Range	39	42	43	42	25-Oct-12	600	2	43
Westport Channel	42	43	43	39	14-Nov-12	600	2.4	43
Eureka Lower Channel	45	45	43	43	14-Nov-12	600	2.1	43
Eureka Upper Channel	41	41	43	40	14-Nov-12	600	0.8	43
Oak Point Channel	43	45	43	42	25-Sep-12	600	3	43
Gull Island Turn and Channel	47	48	45	35	5-Nov-12	600	2.2	43

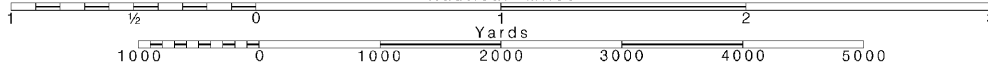
* For Controlling Depth Information, consult the Local Notice to Mariners and/or the following Portland District US Army Corps of Engineers website: <http://www.nwp.usace.army.mil/Missions/Navigation.aspx>

Channel status reports



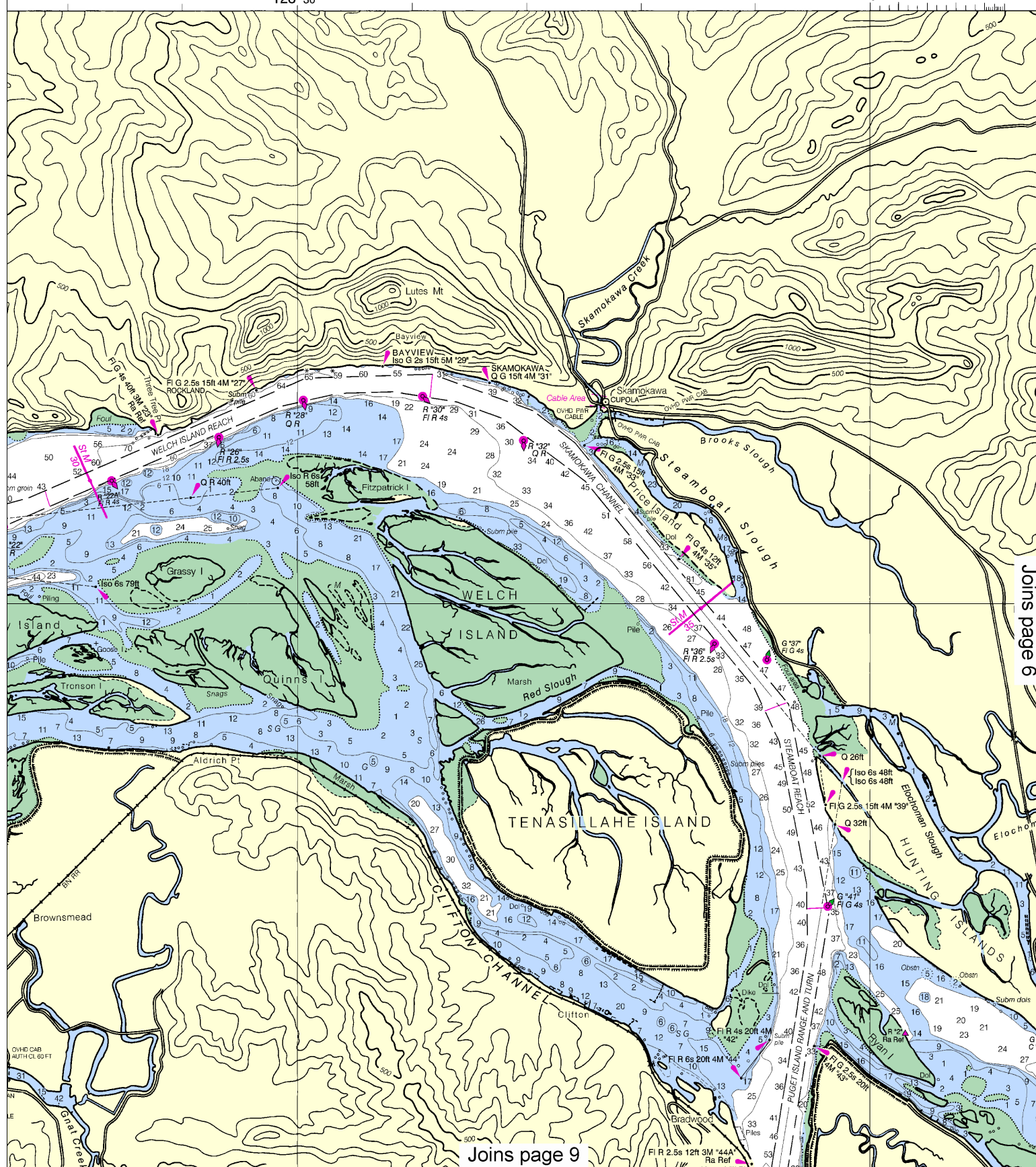
Printed at reduced scale.

See Note on page 5.



123° 30'

25' 45' 30' 15' 24' 50'



Joins page 9

Joins page 6

This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:57143. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Additional uncharted submarine cables may exist on this chart. Not all submarine marine cables are required to be marked on charts, and those that were originally marked may have become exposed. Mariners should exercise caution when operating vessels in areas with water comparable to their draft. Submarine pipelines and cables may be exposed during anchoring, dragging, or trawling.

Covered wells may be marked on this chart. Unlighted buoys

Joins page 5

This map shows the Elchohoman River and Hunting Islands area. The river flows from the top right towards the bottom left, where it meets the Elchohoman Slough. The slough contains several islands, some of which are labeled 'Obsen'. The area is divided into numbered sections (1-31). A 'Cable Area' is marked with a pink line. The map also shows the town of Cathlamet and the Harper area. A note indicates 'FIXED BRIDGE VERT CL 75 FT FOR 216 FT OF SPAN A'.

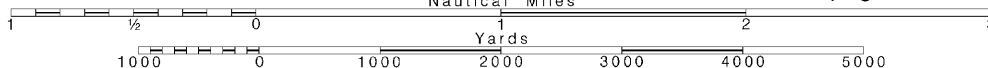
Joins page 10

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.



15'

123° 10'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

OREGON - WASHINGTON

COLUMBIA RIVER

HARRINGTON POINT TO CRIMS ISLAND

Mercator Projection

Scale 1:40,000 at Lat 46°12'N

North American Datum of 1983

(World Geodetic System 1984)

SOUNDINGS AND CLEARANCES OF BRIDGES

AND OVERHEAD CABLES IN FEET

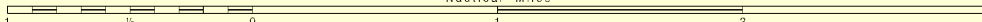
AT COLUMBIA RIVER DATUM

(MEAN LOWER LOW WATER DURING LOWEST RIVER STAGES)

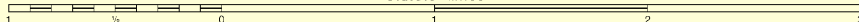
Additional information can be obtained at nauticalcharts.noaa.gov.

SCALE 1:40,000

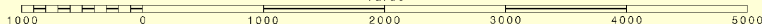
Nautical Miles



Statute Miles



Yards



LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation have been observed along the section of the Columbia River shown on this chart.

NOTE A

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Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

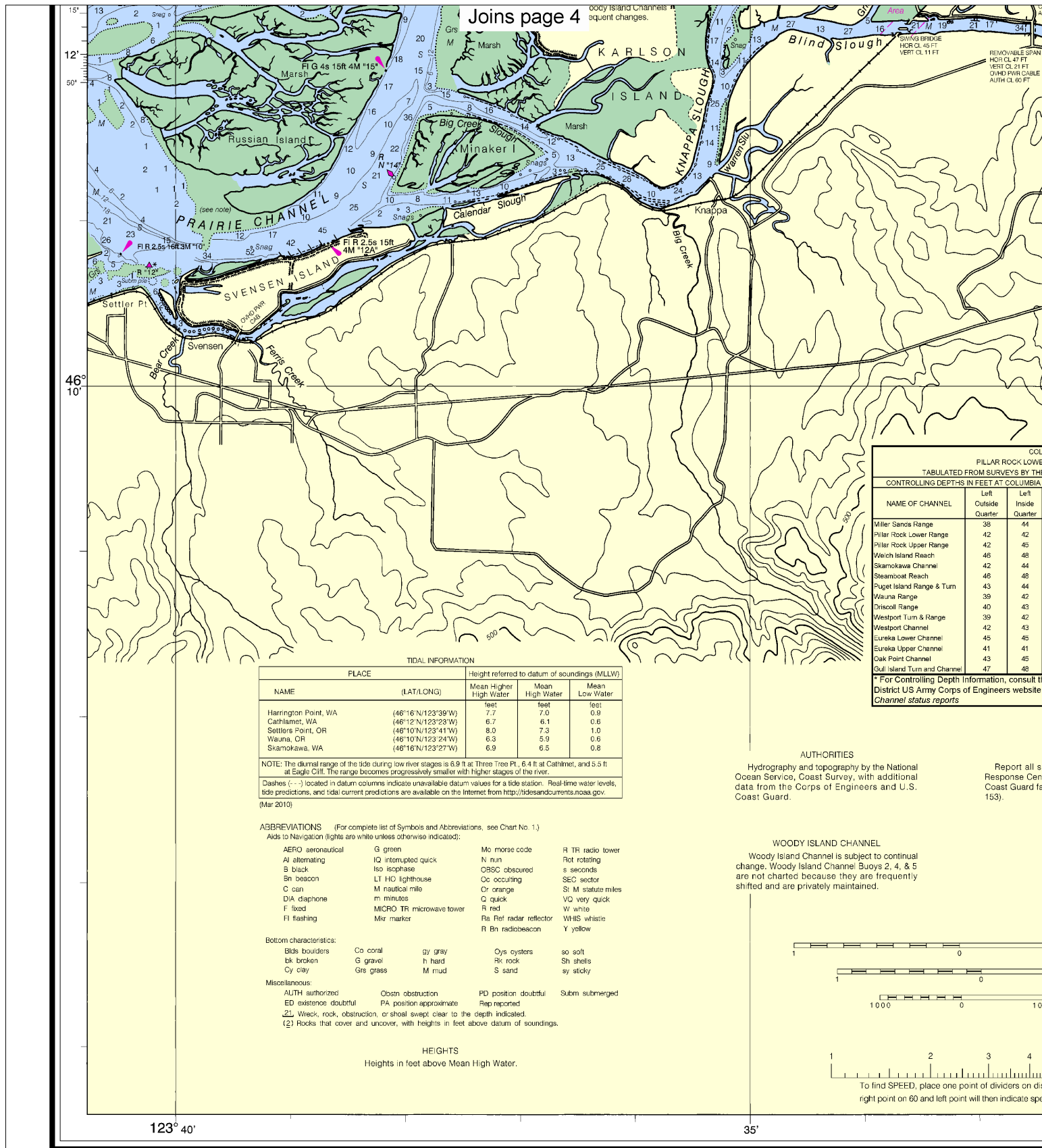
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Astoria, WA	KEC-91	162.400 MHz
Neah-Kahle, OR	WWF-94	162.425 MHz
Tillamook, OR	WWF-95	162.475 MHz
Olympia, WA	WXM-62	162.475 MHz
Portland, OR	KIG-98	162.550 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.603" southward and 4.463" westward to agree with this chart.





PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Harrington Point, WA	(46°16'N/123°39'W)	7.7	7.0	0.9
Cathlamet, WA	(46°12'N/123°23'W)	6.7	6.1	0.6
Settlers Point, OR	(46°10'N/123°41'W)	8.0	7.3	1.0
Wauna, OR	(46°10'N/123°24'W)	6.3	5.9	0.6
Skamokawa, WA	(46°16'N/123°27'W)	6.9	6.5	0.8

NOTE: The diurnal range of the tide during low river stages is 6.9 ft at Three Tree Pt., 6.4 ft at Cathlamet, and 5.5 ft at Eagle Cliff. The range becomes progressively smaller with higher stages of the river.

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(Mar 2010)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	two isophase	OBSC obscured	s seconds
Bn beacon	LT LHO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F flood	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:			
Blds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	so soft
Cy clay	Grs grass	M mud	Sh shells
			sy sticky

Miscellaneous:			
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS
Heights in feet above Mean High Water.

PILLAR ROCK LOWER		
TABULATED FROM SURVEYS BY THE		
CONTROLLING DEPTHS IN FEET AT COLUMBIA		
NAME OF CHANNEL	Left Outside Quarter	Left Inside Quarter
Miller Sands Range	38	44
Pillar Rock Lower Range	42	42
Pillar Rock Upper Range	42	45
Welch Island Reach	46	46
Skamokawa Channel	42	44
Steamboat Reach	46	46
Puget Island Range & Turn	43	44
Wauna Range	39	42
Discoil Range	40	43
Westport Turn & Range	39	42
Westport Channel	42	43
Eureka Lower Channel	45	45
Eureka Upper Channel	41	41
Oak Point Channel	43	45
Gull Island Turn and Channel	47	48

* For Controlling Depth Information, consult the District US Army Corps of Engineers website Channel status reports

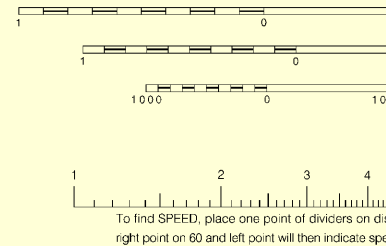
AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

Report all s
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Coast Guard fa
153).

WOODY ISLAND CHANNEL

Woody Island Channel is subject to continual change. Woody Island Channel Buoys 2, 4, & 5 are not charted because they are frequently shifted and are privately maintained.



57th Ed., May / 10 ■ Corrected through NM May 08/10
Corrected through LNM Apr. 20/10

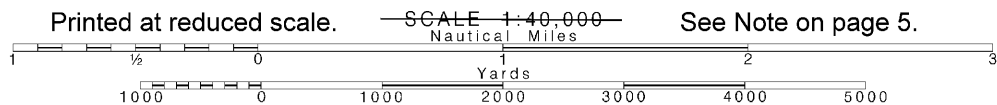
18523

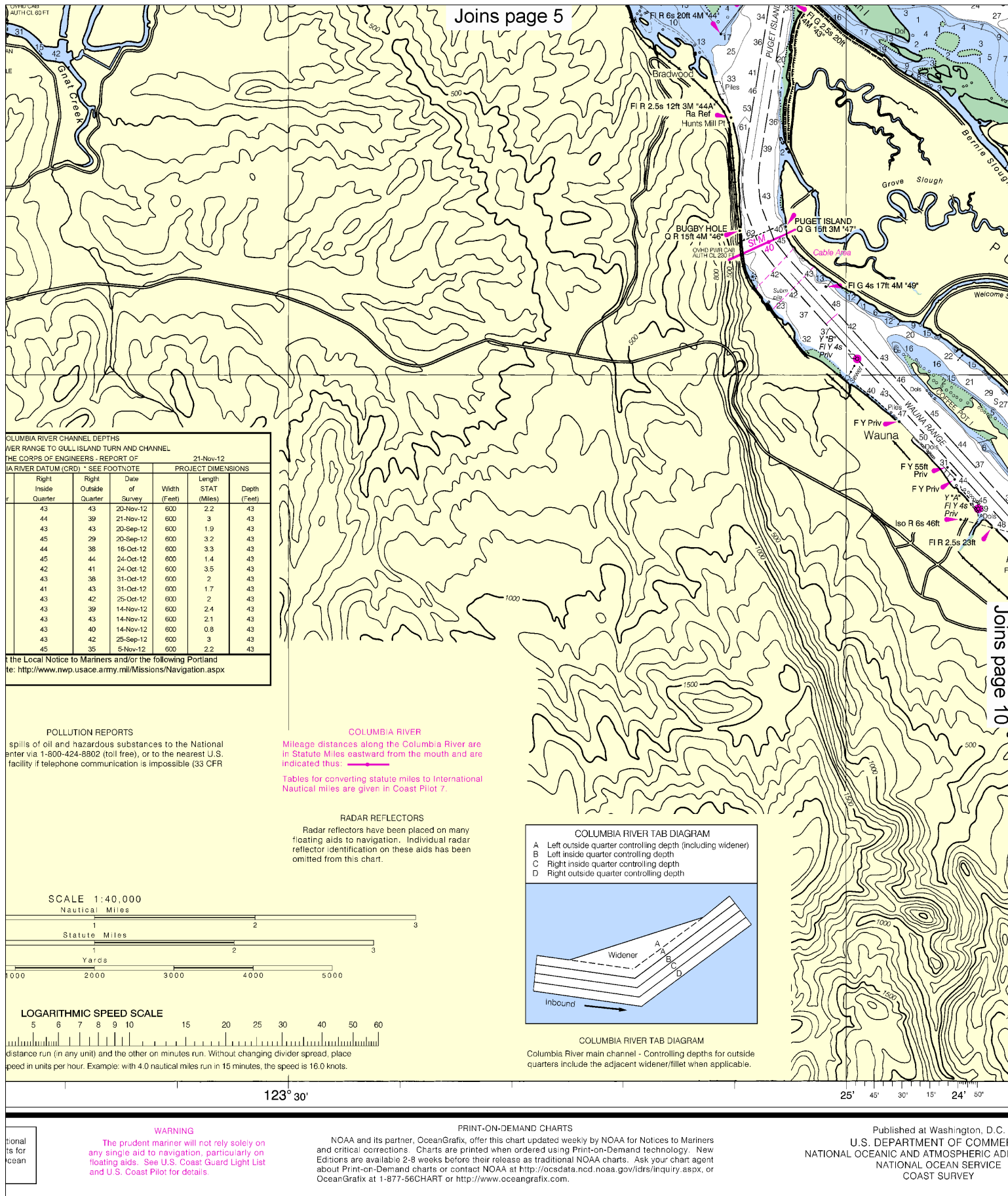
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CSD), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

8

Note: Chart grid lines are aligned with true north.



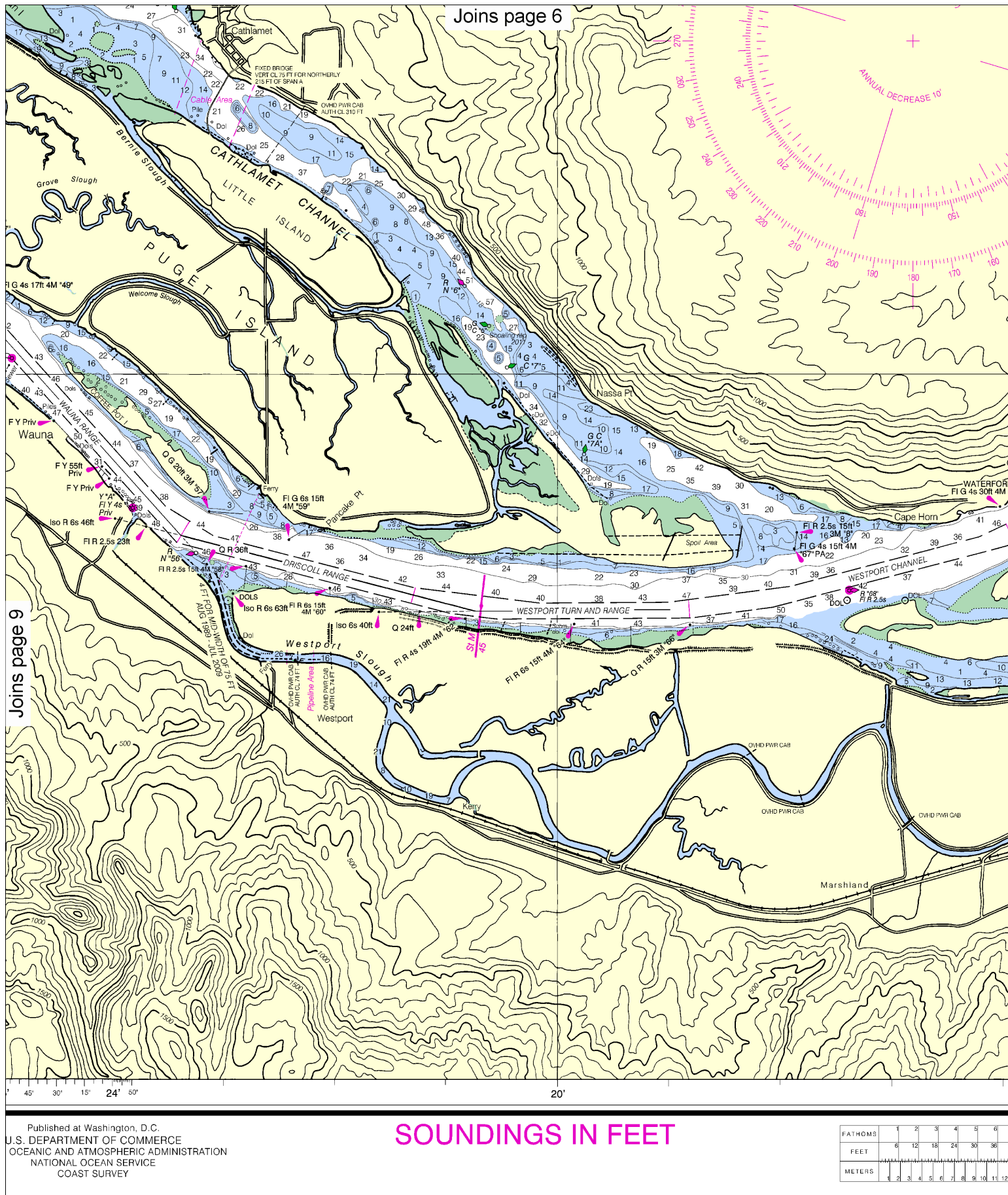


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WARNING
The prudent mariner will not rely solely on
any single aid to navigation, particularly on
floating aids. See U.S. Coast Guard Light List
and U.S. Coast Pilot for details.

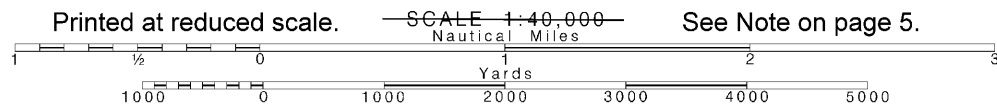
PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners
and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New
Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent
about Print-on-Demand charts or contact NOAA at <http://ocsddata.nod.noaa.gov/ldr/inquiry.aspx>, or
OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

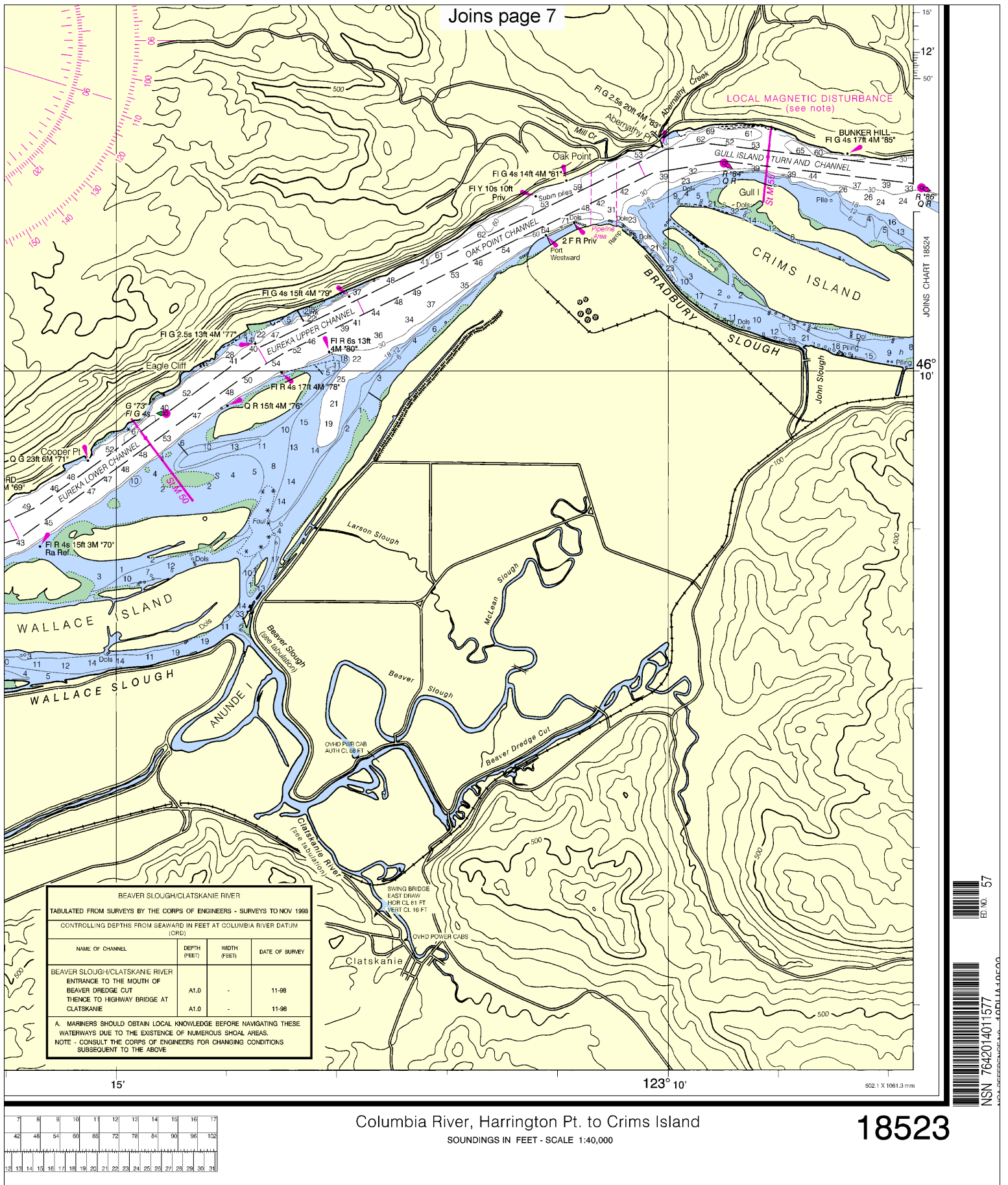


10

Note: Chart grid lines are aligned with true north.



See Note on page 5.



Columbia River, Harrington Pt. to Crims Island
SOUNDINGS IN FEET - SCALE 1:40,000

18523



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

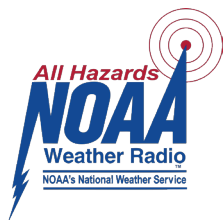
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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